



New York Metropolitan Transportation Council

New York, NY. June 20, 2013



U.S. Department of Transportation

Federal Railroad Administration

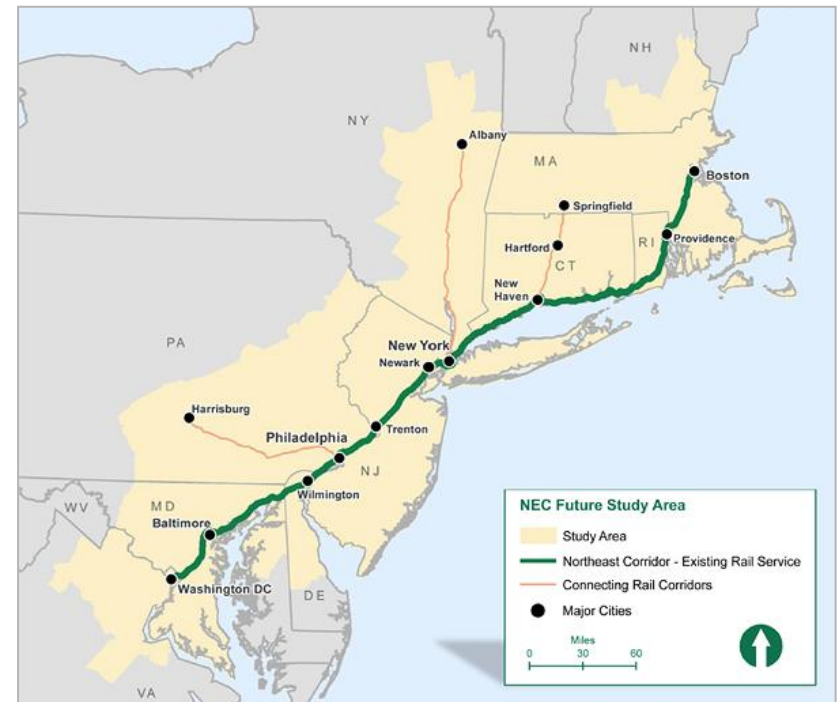
Agenda

- Program Overview
- Alternatives Development
- Next Steps



A Rail Investment Program

- Initiated by Federal Railroad Administration in February 2012
- Focus on improving passenger rail service between Washington, D.C. and Boston
 - › Intercity, commuter, regional, and connecting services
 - › Accommodate freight growth
- Long-term vision for 2040 with incremental approach
 - › Service Development Plan
 - › Tier 1 Environmental Impact Statement

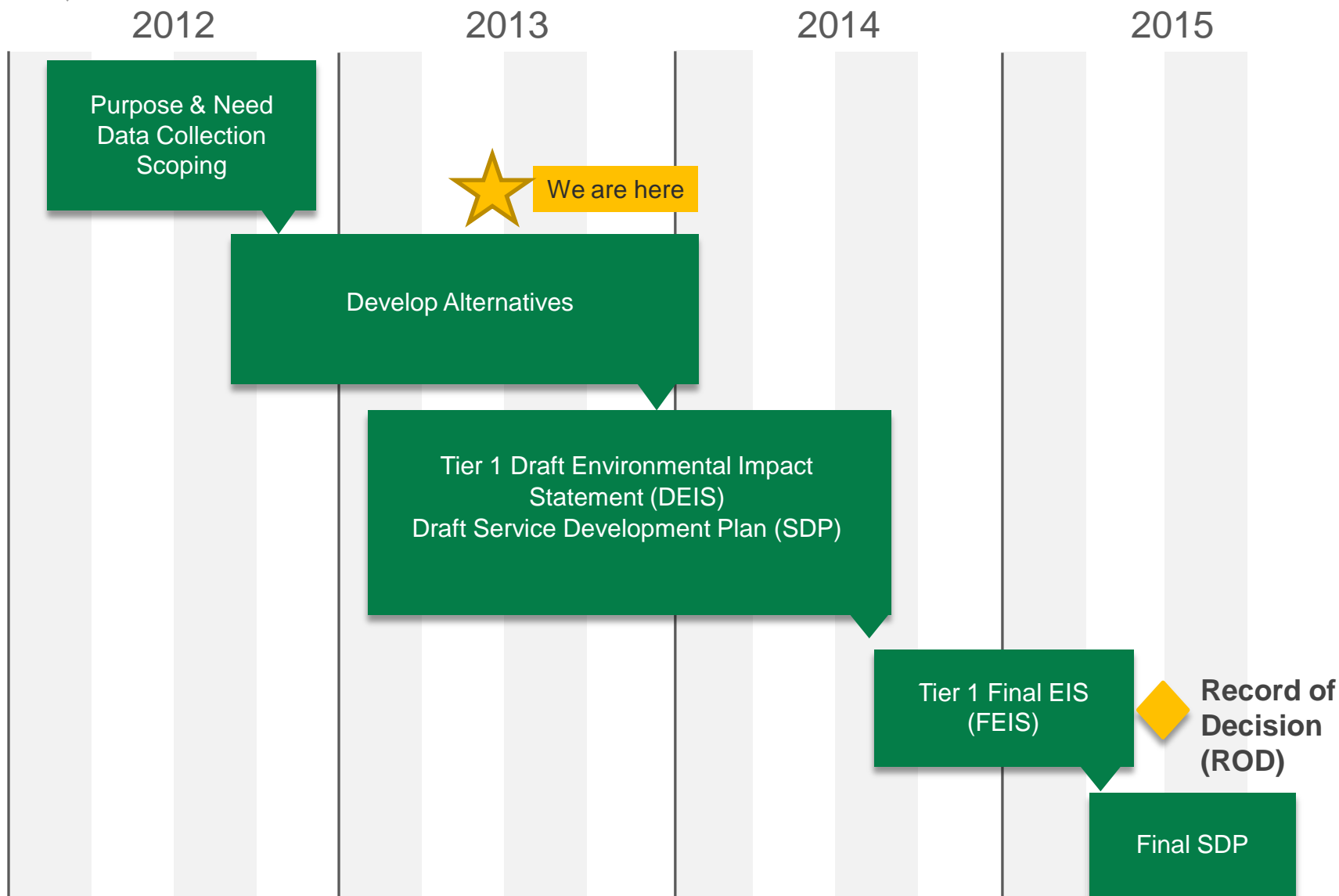


Objectives

- Regional consensus on long-term plan
 - › Broad, programmatic service options and infrastructure improvements needed to meet 2040 demand
 - › Coordinated federal and state investment in the NEC to accommodate growth
- Opportunity for a fresh look at the NEC
 - › Identify new markets and changing development patterns
 - › Develop and test new types of regional and intercity service
 - › Evaluate needs and options for high-speed rail service



Program Overview



Collaborative Process

Key Stakeholders:

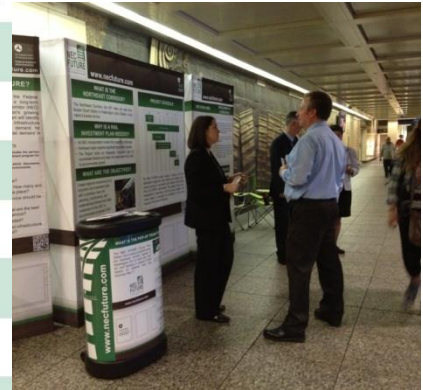
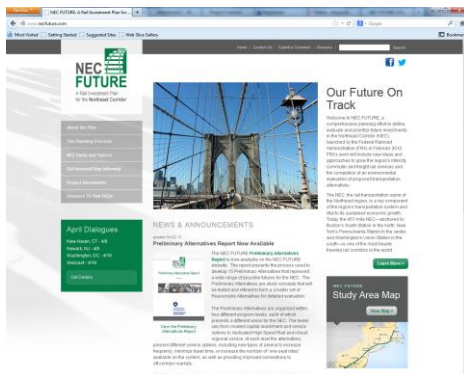
- Northeast Corridor Infrastructure and Operations Advisory Commission
- Eight states and the District of Columbia
- Commuter authorities, Amtrak, and NEC freight operators
- Environmental resource agencies
- Metropolitan Planning Organizations
- Interest groups
- Technical Working Groups



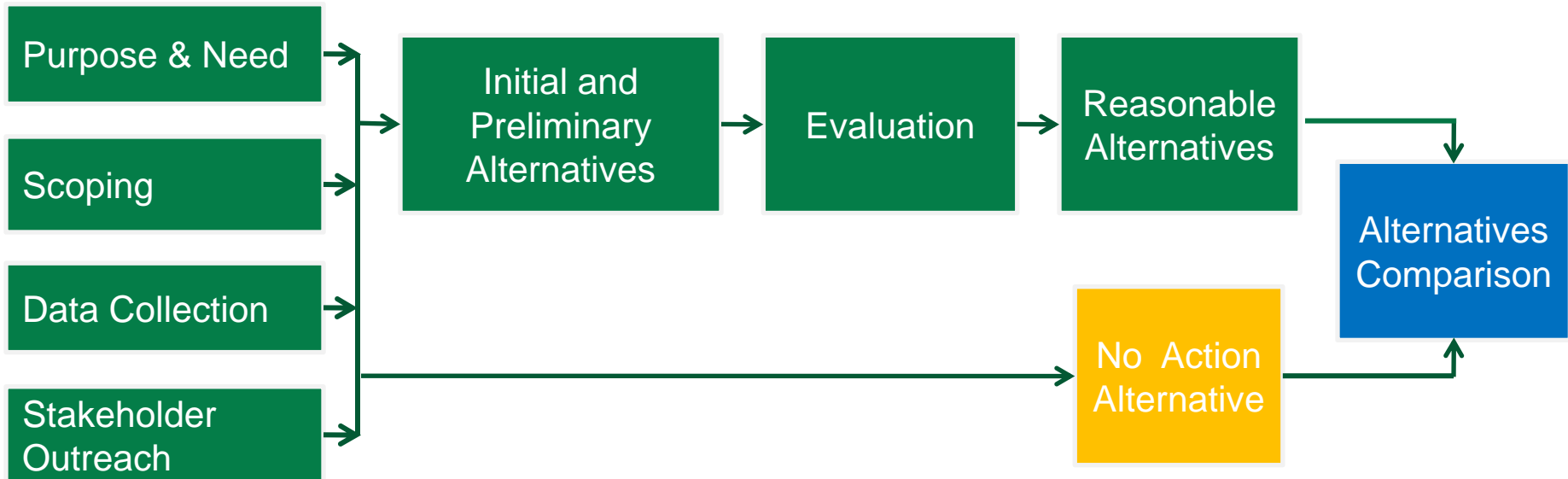
Collaborative Process

General public and NEC communities:

- Website, newsletters and email list
- Scoping process – June-October 2012
- Dialogues workshops – December 2012 and April 2013
- Station outreach tour – April-May 2013
- Fall workshops 2013
- www.necfuture.com



Alternatives Development Process



Alternatives Organized Around Three Key Issues

Markets

- Where are people going?
- Where will growth occur?
- What markets are underserved by rail?

Service Options

- What do travelers prefer?
 - More frequent
 - Faster
 - More one-seat rides

Program Investment Levels

- How much capacity is required to meet service and market objectives?

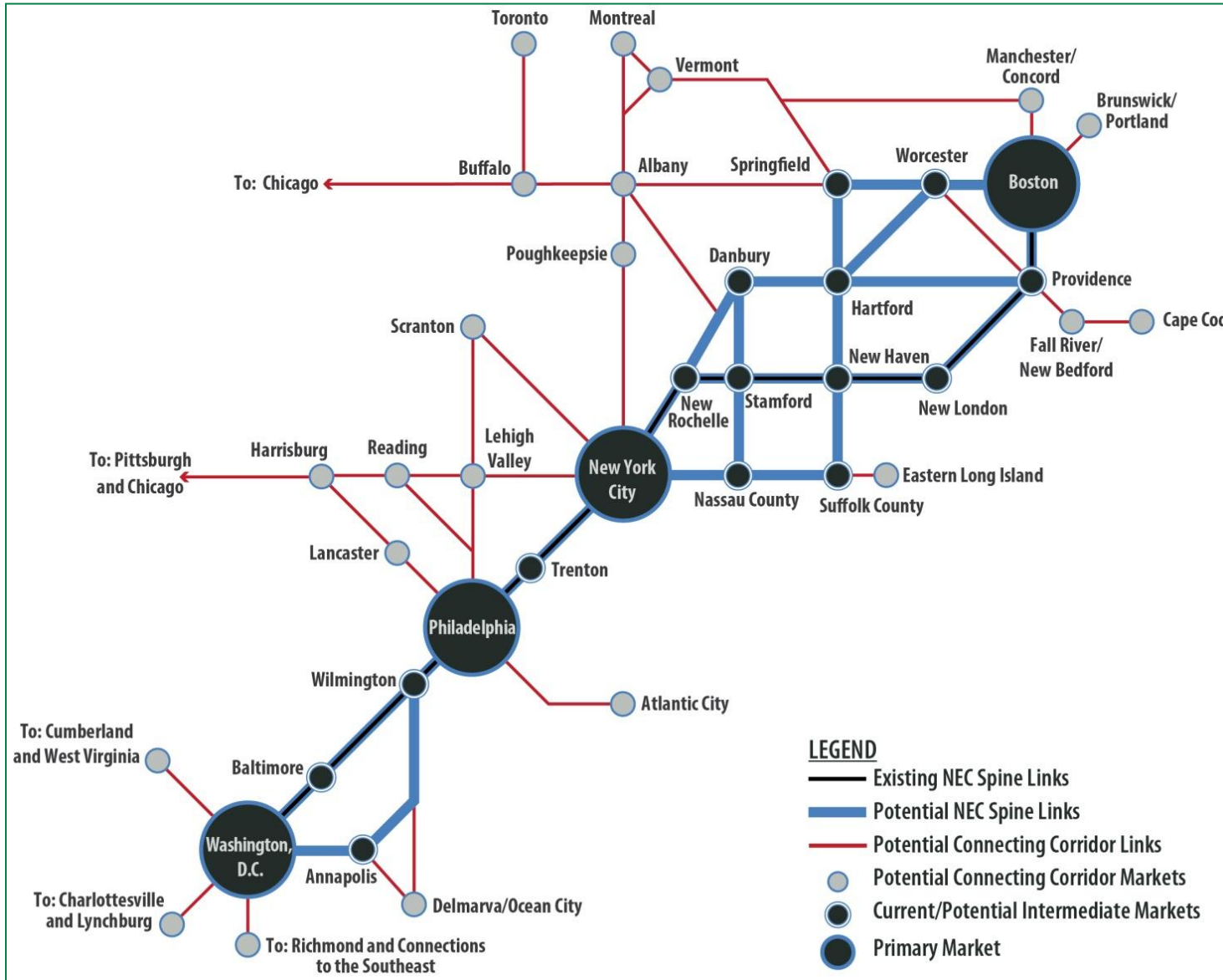


What Have We Learned About Markets?

- Access to the urban core is critical
 - › Travelers looking for broader rail options as urban areas expand and grow more inter-connected
- Most NEC intercity travel markets are already served by rail, but:
 - › Some markets lack frequent direct intercity service:
 - Long Island
 - Hartford/Springfield/Worcester
 - › Travelers want better connections to:
 - Existing corridors: Southeast, Keystone, Empire, Vermont
 - Potential new rail corridors: Annapolis, Lehigh Valley, Cape Cod
- Strong consensus to **fix existing NEC spine first** before adding new markets/routes



Markets – Intercity



Commuter Rail Markets

- Fundamental challenge is access to center city hubs
 - › NJ TRANSIT/LIRR access to New York Penn Station
 - › MBTA capacity at South Station
 - › MARC/VRE access and midday storage at Washington Union Station
- Commuter agencies foresee significant growth
 - › Incremental growth on existing lines
 - › Major growth with plans to add new and extended lines
- Through-service at New York Penn Station and Washington Union Station could generate significant additional capacity and service options



Service Options

Conventional

- Maintain the mix of services offered on the NEC today, including commuter / regional trains, intercity service, and high-speed
- Each of these service types would increase in proportion to market demand

Faster

- Minimize travel time for key intercity travel markets
- Express service with limited stops on improved or new rail right-of-way
- Convenient, well-coordinated transfers at express hub stations
- Less frequent non-express service

More Frequent

- Maximize service frequency
- Maximize NEC passenger-carrying capacity
- Convenient, well-coordinated transfers at hub stations
- May limit opportunities for higher speed service and one-seat ride service from connecting corridors

More One-Seat Rides

- Maximize one-seat rides on and off NEC spine
- Run-through service from connecting corridors
- More choices of direct service to various destinations
- Each individual train service would be less frequent



Program Levels

Program Level: A (Low)

- Allows for modest increases in service along the existing spine
- Addresses some of the worst choke points along the corridor

Program Level: B (Medium Low)

- Allows service expansions in all markets on the existing spine
- Provides additional capacity for some new types of express and regional service
- Improves off-corridor connections

Program Level: C (Medium High)

- Major increase in service to all markets on the existing spine
- Targeted investments to serve new markets and provide robust regional service
- Significantly expands service to connecting corridors
- Reduces trip times

Program Level: D (High)

- Supports a major increase in the amount, quality, and variety of services offered on the NEC
- Adds a second spine between Washington D.C. and Boston, allowing for high-speed rail connections and robust regional services



15 Alternatives

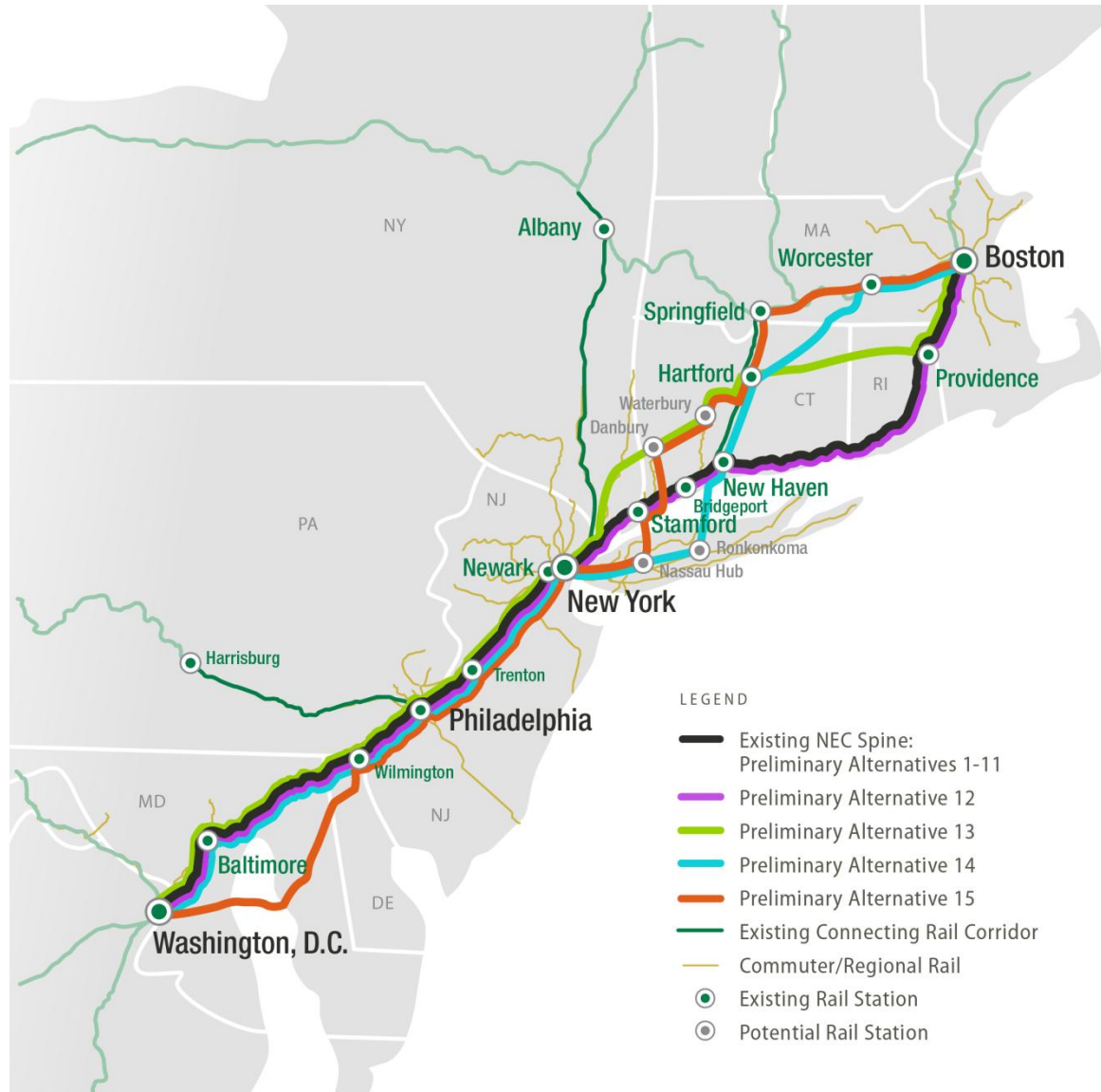
- All 15 maintain and improve service on the existing NEC Spine
- Alternatives 1 through 7 remain along the existing NEC Spine
- Alternatives 8 through 11 focus improvements on the existing NEC Spine, and provide potential service to downtown Baltimore, Center City Philadelphia, and some off-corridor markets
- Alternative 12 adds a second NEC Spine roughly parallel to the existing spine
- Alternatives 13 through 15 add a second NEC Spine on a new route



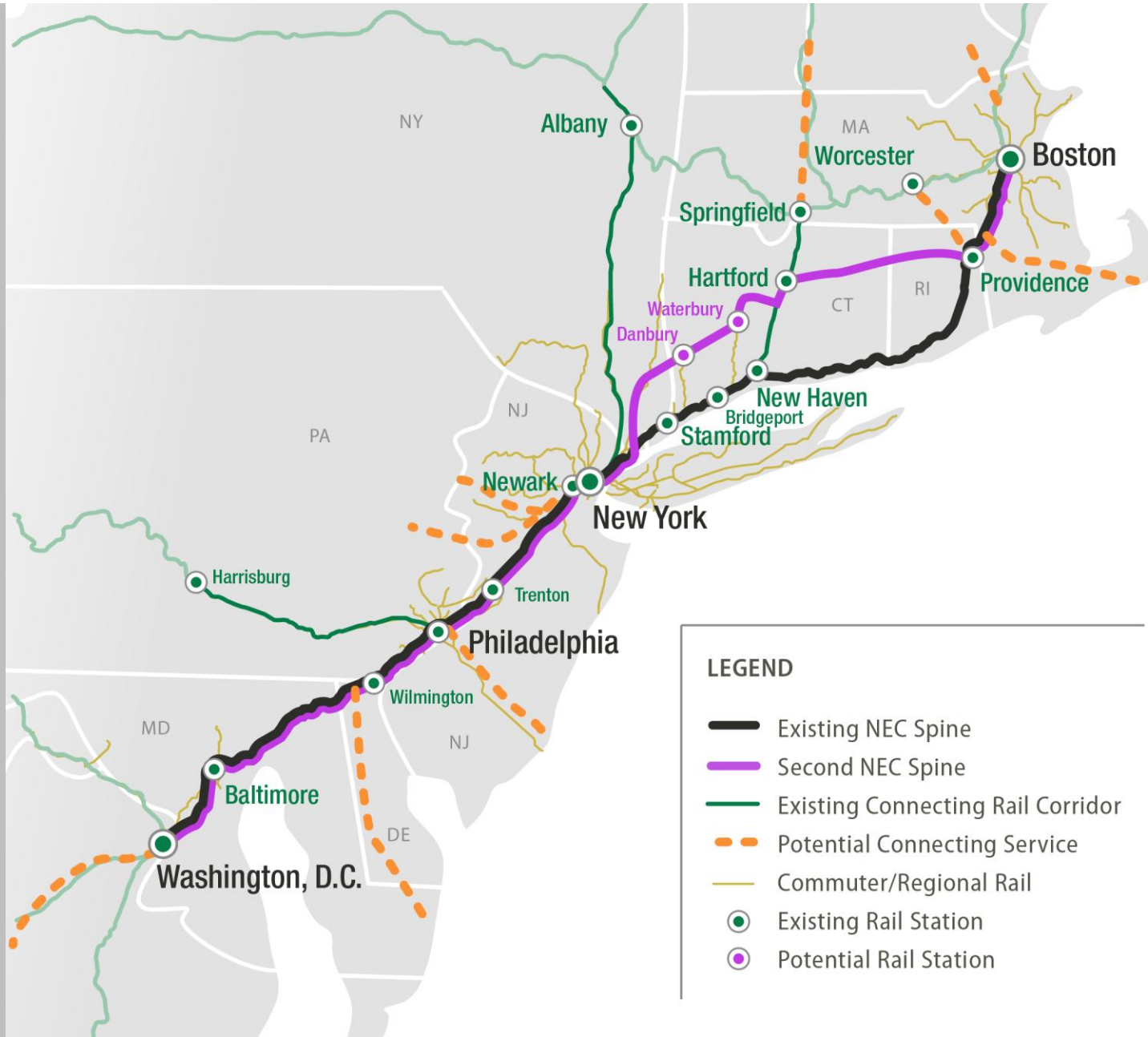
Preliminary Alternatives

Alt	Level	Service Outcomes	Service Environment
1	A	<u>Meets 2040 demand.</u> Some increase in service and capacity along the existing NEC spine	Conventional intercity/commuter
2			Conventional intercity/commuter
3			Intra-urban metropolitan service
4	B	<u>Modest service expansion.</u> Increased service to existing and connecting markets along the existing NEC spine	Conventional intercity/commuter
5			Focus: Maximize train frequency / service
6			Focus: Minimize travel time
7			Focus: Maximize one-seat ride options on and off NEC spine
8	C	<u>Best we can do on the existing NEC spine.</u> Targeted expansion of the existing NEC spine to serve new markets, reduce trip time, and introduce robust regional services	Conventional intercity/commuter
9			Focus: Maximize train frequency / service
10			Focus: Minimize travel time
11			Focus: Maximize one-seat ride options on and off NEC spine
12	D	<u>Additional of Second Spine</u> Dedicated high speed rail; robust intercity and regional services on existing NEC spine	Generally parallel to existing NEC
13			Via Danbury-Hartford-Providence
14			Via Suffolk-Hartford-Worcester
15			Via Delmarva and Nassau-Stamford-Danbury-Springfield

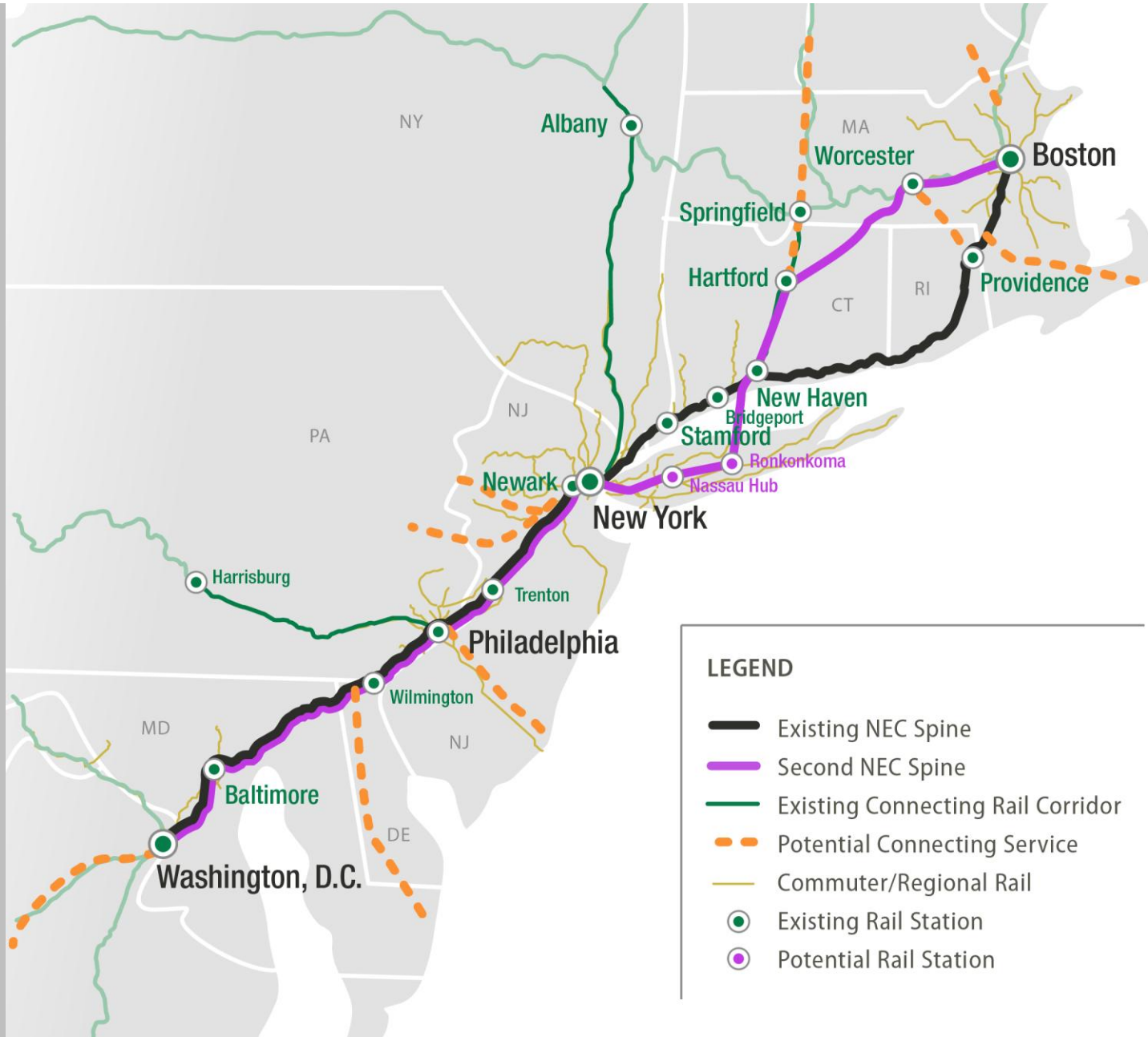
Preliminary Alternatives – Routes



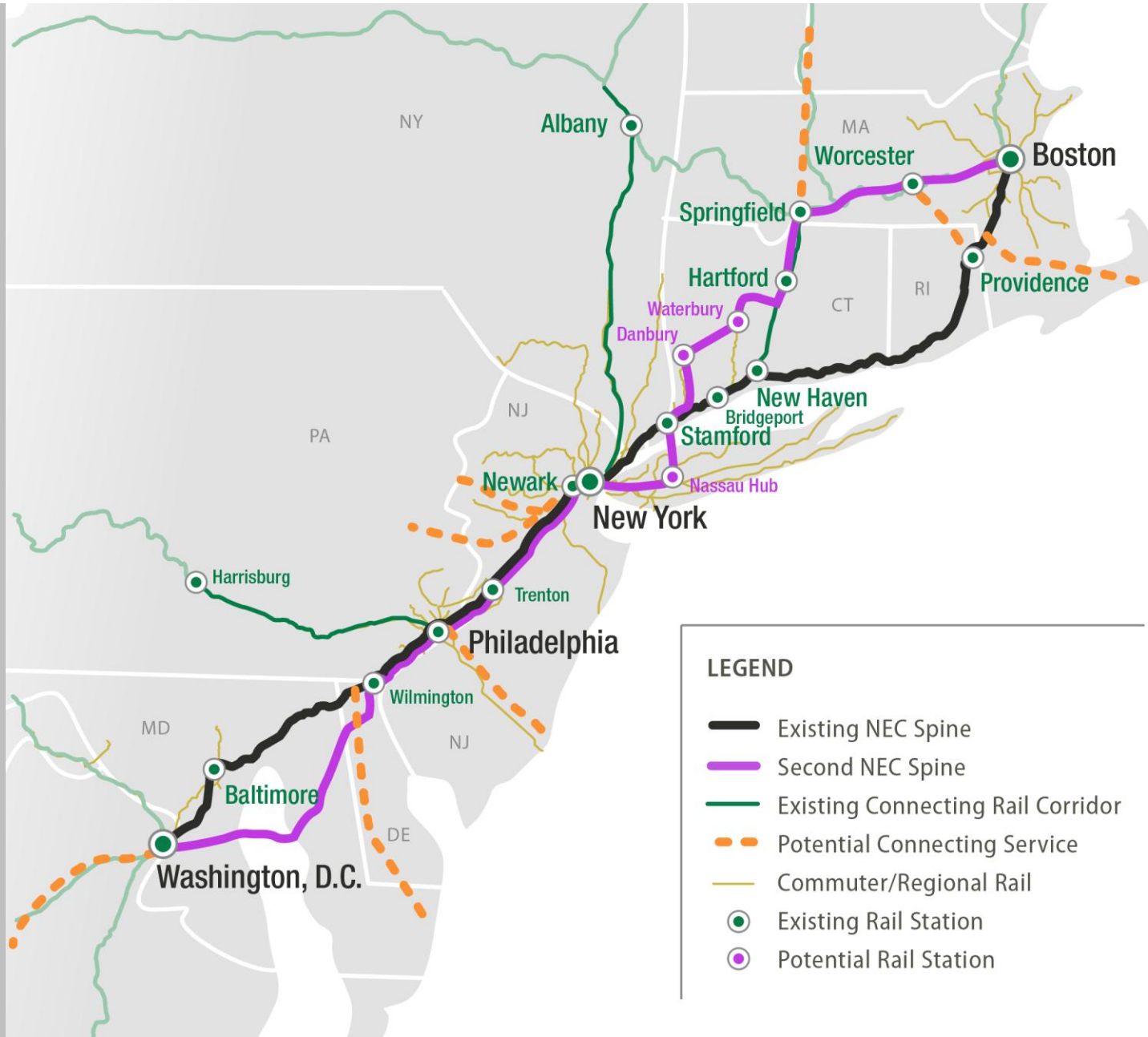
Route for Preliminary Alternative 13



Route for Preliminary Alternative 14



Route for Preliminary Alternative 15



Approach to Defining Screening Criteria

- Screen Preliminary to Reasonable Alternatives
- Use a wide range of criteria
- Reflect comments received from agencies and public
 - › Scoping process
 - › Dialogues workshops
 - › NEC Commission
 - › Technical Working Groups



Preliminary Screening Criteria

- Incremental Rail Ridership
- Capital Cost
- Service Effectiveness
- System Resiliency
- System Connectivity
- Support Economic Development
- Ability to Accommodate Freight
- Project Constructability
- Project Phasing
- Environmental Benefit/Impacts



2013 Technical Work

- Review Preliminary Alternatives with stakeholders and public
- Develop screening methodology to guide evaluation
- Evaluate Preliminary Alternatives
 - › Estimate future ridership
 - › Create prototypical rail service plans
 - › Identify operating impacts and capacity requirements
 - › Define infrastructure improvements and estimated capital costs
 - › Screen alternatives based on quantitative and qualitative criteria
- Develop Reasonable Alternatives
- Prepare for environmental impact analysis of Reasonable Alternatives



Environmental Analysis

- Study Area
 - › Entire NEC FUTURE Study Area
 - › Identification of key environmental features
- Existing Conditions
 - › Normalized data for consistency throughout NEC
- Affected Environment
 - › Resource-specific methodologies
 - › On-corridor (NEC Spine) and off-corridor affected environment swaths defined to focus existing conditions discussion



Questions?

